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THE NATIONAL CAPITAL COMMISSION



SIXTY-SECOND ANNUAL REPORT

1961-1962

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NATIONAL CAPITAL COMMISSION

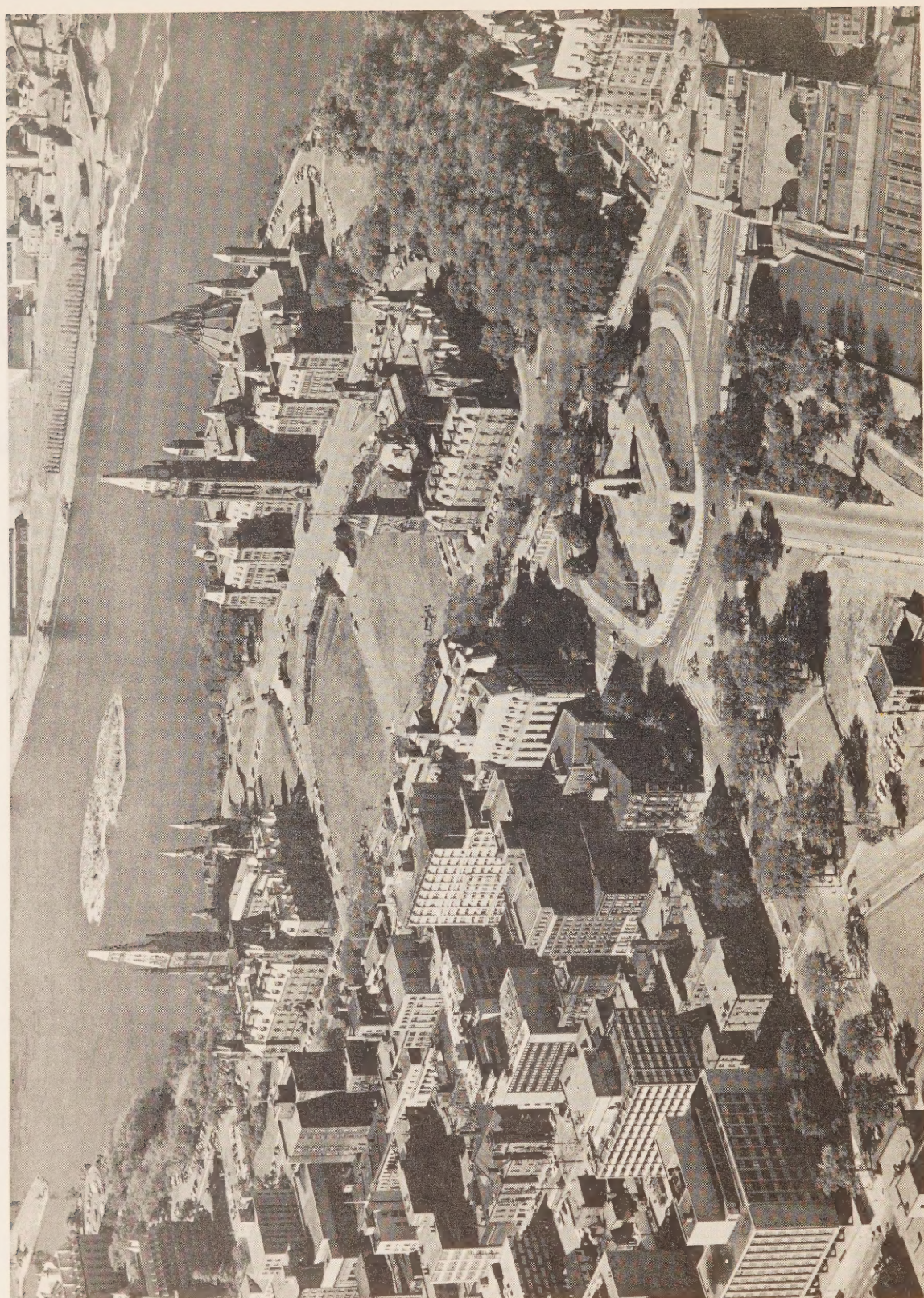
OTTAWA

Canada



SIXTY - SECOND ANNUAL REPORT

for the year April 1, 1960
to March 31, 1961



THE URBAN HEART OF OTTAWA

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NATIONAL CAPITAL COMMISSION

Ottawa, Canada
April 1962

Honourable David J. Walker, P.C., Q.C., M.P.,
Minister of Public Works,
Ottawa, Ontario.

Dear Mr. Walker:

On behalf of the members of the National Capital Commission and in accordance with section 85(3) of the Financial Administration Act, we have the honour to submit herewith Part I of the Annual Report of the National Capital Commission for the fiscal year ended March 31, 1962. Part I is tabled at this time in order to provide members of the House of Commons with the latest available information. Part II which will include the N.C.C. financial statements for the year 1961-62 and the report of the Auditor General will be tabled as soon as possible after the latter is received.

This is the Sixty-Second Annual Report of the National Capital Commission and of its predecessors.

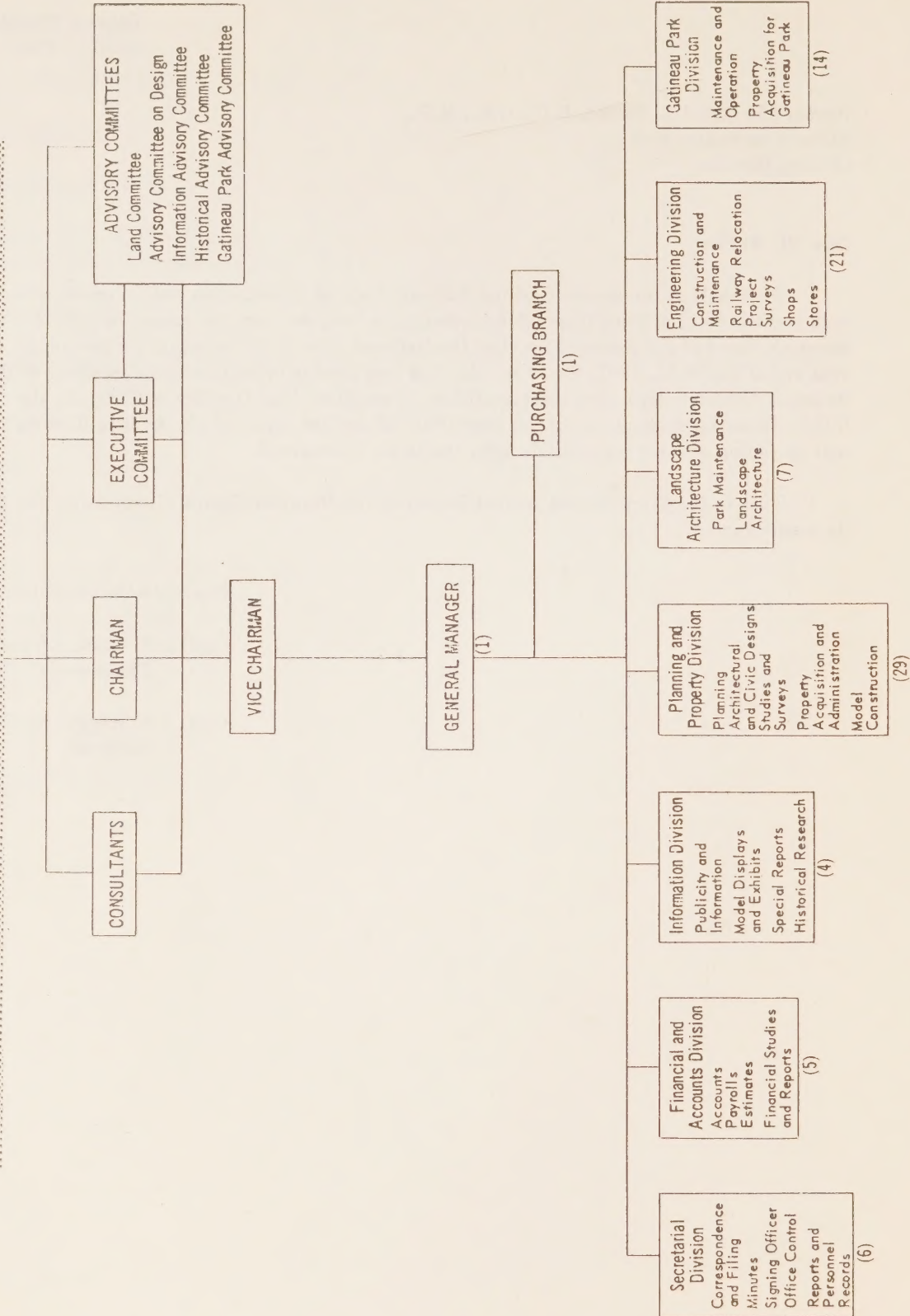
Respectfully submitted,

(sgd) S.F. Clark, Lt.Gen.
Chairman

(sgd) J.E. Handy,
Secretary,



NATIONAL CAPITAL COMMISSION



MAIN ORGANIZATION CHART (1961-1962)

NATIONAL CAPITAL COMMISSION

CHAIRMAN

Lt. Gen. S.F. Clark, CBE, CD, B.Sc. (E.E.), B.Sc. (M.E.), M.E.I.C., P. Eng.,
Ottawa, Ontario, (effective October 1, 1961)

Mr. Alan K. Hay, M.E.I.C., P. Eng., Ottawa, Ontario. (until his retirement-
September 30, 1961)

VICE-CHAIRMAN

Professor Anthony Adamson, FRAIC, MTPIC, Toronto, Ontario.

COMMISSIONERS

Mr. G.E. Beament, OBE, ED, QC, B.A.Sc.	Ottawa, Ontario
(Mayor) P. Horace Boivin	Granby, Quebec
Mr. J.G. Boulton	Kamloops, B.C.
Honourable John Bracken, B.S.A., LL.D.	Manotick, Ontario
Mr. R.D. Chénier	Rockcliffe Park, Ont.
Mr. Raymond Cossette, B.L., LL.L.	Quebec City, Quebec
Mr. Aimé Guertin.	Hull, Quebec
Mrs. H.F. Gyles, B.A.	Winnipeg, Manitoba
Mr. J.A. Hagerman	Saskatoon, Sask.
Mr. J.C. Horwitz, LL.B., QC.	Ottawa, Ontario
Mr. M.M. MacLean, CBE.	Ottawa, Ontario
Mrs. R.H. MacLeod.	New Glasgow, N.S.
Miss S. Clyde McLellan	Saint John, N.B.
(Mayor) H.G.R. Mews	St. John's, Nfld.
Mr. J.N. Morin, J.P.	Aylmer, P.Q.
Mrs. Robert E. Sutherland.	Charlottetown, P.E.I.
Mr. James M. Wardle, CBE, B.Sc., MEIC, P. Eng.	Ottawa, Ontario
Mr. E.R. Tavender, LL.B, (until October 17, 1961).	Alberta.

COMMISSION CONSULTANT

Mr. Alan K. Hay, MEIC, P. Eng. (effective October 1, 1961)

PLANNING CONSULTANT

Mr. Jacques Gréber, SADG, SS, SFU Paris, France

PRINCIPAL OFFICERS

General Manager	Mr. Eric W. Thrift
Chief Engineer	Mr. C.R. Cornish
Director of Property and Planning	Mr. D.L. McDonald
Landscape Architect	Mr. E.I. Wood
Treasurer	Mr. Marcel Couture
Secretary	Mr. J.E. Handy
Director of Information	Mr. P.H. Aykroyd
Superintendent of Gatineau Park	Mr. R.E. Edey

EXECUTIVE COMMITTEE (five members)

Lt. Gen. S.F. Clark, Chairman
Honourable John Bracken
Professor Anthony Adamson
Mr. Aimé Guertin
Mr. M.M. Maclean

LAND COMMITTEE (six members)

Lt. Gen. S.F. Clark, Chairman (ex officio)
Mr. Alan K. Hay
Major General Howard Kennedy
Mr. James M. Wardle
Mr. F.W. Berry
Mr. J.N. Morin (effective February 6, 1962)

ADVISORY COMMITTEE ON DESIGN (nine members)

Professor Anthony Adamson, Chairman
Professor James A. Murray
Mr. Watson Balharrie
Professor Claude Beaulieu (until February 6, 1962)
Mr. Edouard Fiset
Mr. Jean Issalys
Professor Harold Spence-Sales
Mr. James M. Strutt
Mr. J. Austin Floyd
Mr. Ian MacLennan (effective February 6, 1962)
Mr. Guy Desbarats (effective February 6, 1962)

INFORMATION ADVISORY COMMITTEE (nine members)

Mr. J.C. Horwitz, Chairman
Mr. R.D. Chénier, Vice-Chairman
Miss S. Clyde McLellan
Mr. Aimé Guertin
Mr. M.M. Maclean
Mr. J.N. Morin
Mrs. H.F. Gyles
Lt. Gen. S.F. Clark (ex officio)
Professor Anthony Adamson (ex officio)

HISTORICAL ADVISORY COMMITTEE (sixteen members)

Professor Anthony Adamson, Chairman
Mr. W.F.C. Anderson (until February 6, 1962)
Mr. Edgar Boutet
Mr. Augustin Potvin
Mr. W.E. Fancott
Mrs. W.H. Gilleland
Rev. Father Gobeil, S.Sp.
Mr. W.E.D. Halliday
Dr. R.H. Hubbard
Mr. R.F. Leggett
Mr. M.M. Maclean
Mr. Eric W. Morse
Mr. A.J.H. Richardson
Mr. D. Ritchie
Dr. Bertram R. MacKay (effective February 6, 1962)
Rev. Father H. Legros (effective February 6, 1962)
(one vacancy)

GATINEAU PARK ADVISORY COMMITTEE (four members)

Mr. James M. Wardle, Chairman
Mr. Aimé Guertin
Mr. J.N. Morin
Major General Howard Kennedy

NATIONAL CAPITAL COMMISSION

Constitution

The Commission was constituted under the National Capital Act – an Act respecting the Development and Improvement of the National Capital Region – 7 Elizabeth II, Chapter 37 – assented to 6 September, 1958 – and proclaimed on 6 February, 1959. It is a Crown Corporation of 20 members appointed by the Governor-in-Council. Its membership comprises one member from each Province, at least two members from the City of Ottawa, at least one member from the City of Hull and at least one member from a local municipality in Ontario and Quebec respectively, other than the Cities of Ottawa and Hull. Commissioners serve during pleasure for terms not exceeding four years. The Commission must meet at least three times a year in Ottawa.

Objects and Purposes

The objects and purposes of the National Capital Commission under the Act are “to prepare plans for and assist in the development, conservation and improvement of the National Capital Region in order that the nature and character of the seat of the Government of Canada may be in accordance with its national significance.” The Commission has wide powers including the acquisition and development of property; construction and maintenance of parks, roads, bridges, buildings and other works; the right to undertake joint projects with municipalities or make grants to municipalities; construct and operate concessions; and administer historic buildings. The Commission is also charged with the coordination of the development of public lands in the National Capital Region, and must give its approval before buildings or other works are erected, altered or extended by government departments in the Region. The Commission employs a staff varying between 500 and 700 which includes professional engineers, architects, planners, landscape architects and surveyors as well as employees possessing allied technical skills.

REVIEW OF ACTIVITIES OF THE NATIONAL CAPITAL COMMISSION FOR THE FISCAL YEAR 1961-62

Changes in Membership of N.C.C.

The Commission is pleased to record the appointment of Lieutenant-General S.F. Clark, C.B.E., C.D., as Chairman of the Commission on 1 October, 1961. General Clark succeeded Mr. Alan K. Hay who retired on 30 September, 1961.

The Commission also records the following change in the membership of the National Capital Commission during the period under review. Mr. E.R. Tavender, member representing the Province of Alberta, who was first appointed to the Commission on 6 February, 1959, tendered his resignation on the occasion of his appointment on 17 October, 1961 as Judge of the District Court of the District of Southern Alberta.

By Order-in-Council, P.C. 1961-76, the following six members of the National Capital Commission were re-appointed to hold office for a second term (effective 6 February, 1961): Honourable John Bracken, Manotick, Ontario; Mr. J.A. Hagerman, Saskatoon, Saskatchewan; Mr. M.M. Maclean, Ottawa, Ontario; Mr. James M. Wardle, Ottawa, Ontario; Mr. J. Gardner Boulton, Kamloops, B.C.; Mr. J.N. Morin, Aylmer, Quebec.

By Order-in-Council, P.C. 1962-209, the following six members of the National Capital Commission were re-appointed to hold office for a second term (effective 6 February, 1962): Mr. G.E. Beament, Ottawa; Mr. R.D. Chénier, Rockcliffe, Ontario; Mr. Aimé Guertin, Hull; Mrs. Henry F. Gyles, Winnipeg, Manitoba; Mrs. R.H. MacLeod, New Glasgow, Nova Scotia; and Mrs. Robert E. Sutherland, Charlottetown, P.E.I.

The
Commission

The National Capital Commission held five meetings during the fiscal year under review. Realizing that only five years remain before the observance of the Centennial of the Confederation in Canada, the Commission, with the cooperation of the municipalities of the Region and other authorities, made a start on many major projects and completed several features of the Master Plan.

N.C.C.
Committees

The Executive Committee of the Commission held twelve meetings during 1961-62. Meetings of the N.C.C. Advisory Committees of the Commission were held regularly throughout the year. The Commission expresses appreciation of the important contribution made and devoted service rendered by the members of its Committees.

Liaison with
Municipalities
of the Region

As the Federal Agency designated to cooperate with the municipalities located in the National Capital Region in matters of development of the Capital and its region now comprising 1800 square miles, the Commission has worked in close consultation and collaboration with municipalities and provincial authorities in matters of local and regional interest, including planning policies and other problems and projects.



Prime Minister John Diefenbaker looking over the proposed redevelopment of the 22-acre Union Station area in the centre of Ottawa.

PLANNING

The planning activities of the Commission have increased during 1961. They can be described under the following main headings:

Master Plan Proposals:

As part of the development of the master plan for the National Capital, further work has been done in refining the proposals for the Union Station area. The firm of John B. Parkin and Associates, Architects and Engineers, Toronto, was engaged to prepare the plans necessary for the development of the Station area. The model of the central station area, showing proposals for the development on both sides of the Rideau Canal was again exhibited on the Sparks Street Mall during the summer months of 1961 and the public reaction appeared to favour the proposals.

The Commission's Planning Staff gave assistance in the design of the Sparks Street Mall and representatives served both on the Mall Design Committee and on the Research group set up to evaluate the effects of the Mall.

There is an increasing interest in the downtown area by public and financial agencies which may be, in part, attributed to the effect of the Greenbelt. The accelerated acquisition of the Greenbelt during 1961 has been coupled with intensive and detailed studies of its future use so that its function of defining the metropolitan core of the National Capital and preventing haphazard and uneconomical urban sprawl, as well as providing parks and government research and development sites, can be assured.

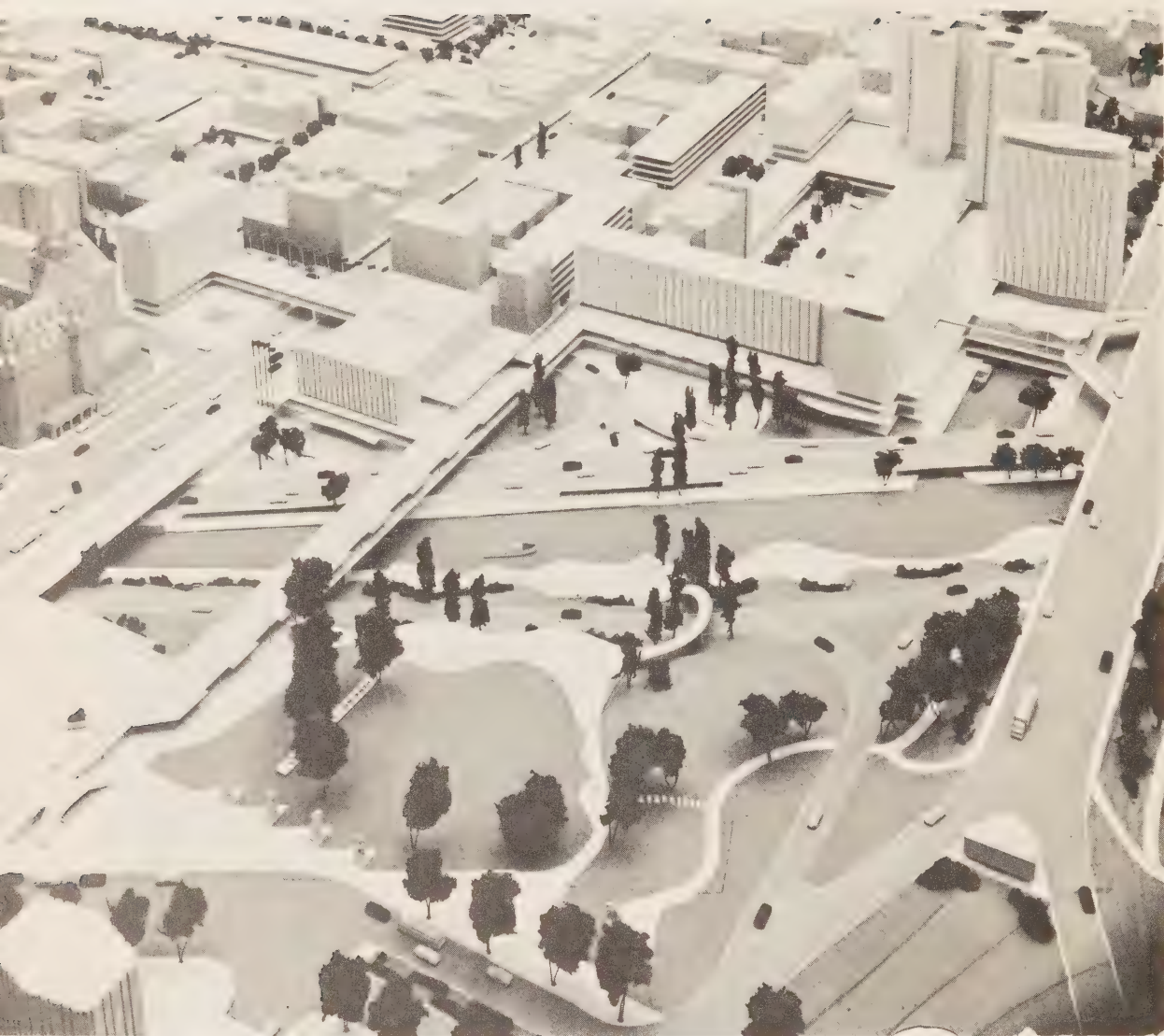
Gathering material and information related to the development of the National Capital Region is a continuing function of the Commission and enables it to prepare new proposals.

Advice To Municipalities:

Planning advice to municipalities within the National Capital Region continues to be given when requested by the respective councils. Amongst those municipalities which are receiving or have received advice on the planning of their areas are:

City of Hull: A major activity of the Commission in the planning field has been the assistance given in the planning of the greater Hull area. The Planning Staff of the Commission is represented on the Hull General Planning Committee, appointed in 1960. Extensive work has been done by this committee and its sub-committees towards the preparation of a partial metropolitan master plan which will include the City of Hull, the municipalities of Hull South and Hull West, the Town of Aylmer and the Village of Deschênes. Work has also started on the preparation of an urban renewal study for the City of Hull.

City of Ottawa: The Commission continues to be represented on the Ottawa Planning Area Board, the Building Appearance Committee, the Technical Advisory Committee, and the City Sign Committee. Representation is also provided on the Joint Staff Committee on Official Plan and Urban Renewal, which recently published the Official Plan of Roads and Land Use for the City of Ottawa.



NCC proposal for the redevelopment of central Ottawa. New buildings shown in white.

Industrial Development:

During the past year, there was a continuing interest in the Commission's Industrial areas in the east end of the City. Within the Coventry Road Development, three firms have purchased land. Two soft drink companies are to begin construction of their new building early in 1962. In the Belfast Road area, a major extension to a factory was completed to provide space for an electronics plant. In addition, a wholesale produce firm has purchased a large site in this subdivision. These two industrial areas will assist in relocating businesses, displaced by the railway programme and other Commission projects. Of the total area of one hundred and seventy (170) acres available, forty-five (45) acres or twenty-six per cent (26%) has been sold.

A strip of land north of Tremblay Road and south of the Queensway has been set aside by the Commission for sale for commercial uses when the market warrants.

In the past year, the development of a small commercial industrial area in the Bells' Corners Hamlet north of Highway 15, was undertaken. This property has been sold for an Animal Hospital.

Civic Design:

1967, the Centenary Year, has developed greater interest in the Commission's projects for the restoration and redevelopment programmes for Sussex Drive, "the Mile of History" and the Union Station Area.

Studies are continuing to provide the details necessary for the design for Sussex Drive involving the architectural composition and nature of the buildings which compose the street.

Town of Gatineau Pointe: Assistance and advice in the preparation of a zoning bylaw was given during the year.

Manotick: In addition to the draft official plan prepared and submitted to the Trustees of the Village of Manotick, assistance was given in the preparation of documentary mapping for incorporation proceedings.

Blackburn: Assistance is being given to the local property owners and the Township Council of Gloucester, in the preparation of an official plan for the hamlet.

Orleans: Assistance in the preparation of a draft official plan is continuing.

Planning Survey and Mapping:

Part of the assistance given to municipalities has been the financing of aerial survey mapping. Base maps for the Hull Metropolitan area to a scale of 200 feet to the inch, with 5 foot contour intervals together with soil, micro-drainage, and depth to bedrock maps have been completed.

Aerial survey mapping of the Orleans area was also completed.

Sussex Drive is being designed as a part of the ceremonial route of the Capital joining Parliament Hill to Rideau Hall. The west side of the Drive will be predominantly open space containing a number of Government Buildings. From George Street to Cathcart Street, the east side of Sussex Drive will be rebuilt to accommodate public and private offices. The sidewalk will be widened, trees planted and some of the building façades restored in order to present a pleasant and unique environment for visitors to enjoy.

Within the Union Station area further thought has been given to the elements which might compose the new scheme. In the area defined by the Canal, Rideau-Besserer Streets, Nicholas Street and the Mackenzie King Bridge, an hotel, an auditorium, three or four large office buildings all related to a large parking garage have been suggested. These would be served by a road similar in character to Riverside Drive connecting the Queensway to the Interprovincial Bridge.

Sites for some buildings in this area are now available and thus not dependent upon the removal of the station and the rails but these are included as an integral part of the scheme.

The Elgin Street façade will be enhanced by the new British High Commission Building to be constructed in 1962. It will extend from Slater Street to Queen Street replacing the Elgin and Elgin Annex Buildings.



Aerial view of Ottawa River Parkway now in construction.

ENGINEERING AND CONSTRUCTION

Ottawa River Parkway

Surveys of the parkway from its connection with Parkdale Avenue, at the east, to the intersection of Carling Avenue and the Western Parkway at the west, were completed. It is planned that the portion of the Western Parkway from Carling Avenue to the Ottawa River will form part of the Ottawa River Parkway. There will eventually be connections between the Parkway and the city street system at Carling Avenue, the Richmond Road, Leafloor Street, Island Park Drive and Parkdale Avenue.

During the year some 350,000 cubic yards of fill were placed along the route of the new Parkway. In the section from Parkdale Avenue to Island Park Drive the dual roadways were brought to base grade and drainage structures were installed. Clearing was completed over the whole route and roadside brushing and cleanup was completed on the eastern end. A firm of Consulting Engineers was engaged to prepare plans for pedestrian underpasses to beach areas.

Gatineau Parkway

The Old Chelsea Section of the Parkway was completed and opened by the Honourable David J. Walker, Minister of Public Works, in October, thus providing a total of 22 miles of paved scenic drive in the Gatineau Hills. This completes the first phase of Gatineau Parkway construction. Surveys are being continued on alternate routes to Lac Phillippe in preparation for the extension of the parkway system in the future.

A programme of building trails tributary to the completed parkway was started including construction of parking areas at Mulvihill and Pinks Lakes. This will be continued so that the southerly section of Gatineau Park now served by paved parkway may be accessible to hikers and picnickers.

The new road from Ste. Cécile de Masham to Lac Philippe was paved, side graded and seeded to turf during the year. Shouldering and erosion control were completed on the new Old Chelsea section of the parkway.

Eastern Parkway

The easterly lane of the section of Eastern Parkway between the Montreal Road and Ogilvie Road was paved and opened to traffic. A top layer of pavement was added to the westerly lane and the section was put into use as a dual roadway.

Side grading, fencing, establishment of turf and major planting were completed on the western limit of the right-of-way.



The Minister of Public Works, Honourable David J. Walker, officially opens the Old Chelsea section of Gatineau Parkway on September 26, 1961.

The Kingsmere Overpass which carries traffic over the 5-mile Old Chelsea section of the Gatineau Parkway.



Riverside Drive

A contract was awarded for the reconstruction of Riverside Drive between the George Dunbar Bridge and Heron Road and work proceeded during the latter half of the year. This includes an overhead structure to cross the Prescott Subdivision of the C.P.R. The cost of reconstruction is shared on a 50-50 basis between the Commission and the City of Ottawa. The work is under direction of the Engineering Division of the Commission.

From the Dunbar Bridge to Pleasant Park Road, grading, seeding and planting were ninety five per cent completed. A parking area was built at Nordic Circle.

In the vicinity of Hurdman's and Cummings Bridges, ten acres were graded and four acres were seeded.

Macdonald-Cartier Bridge

The new Ottawa River bridge, to be known as the Macdonald-Cartier Bridge, will be a six lane structure stretching from the Sussex Drive rail yards in Ottawa to the vicinity of Marston Street in Hull. Initially the approaches will be from Maisonneuve Street on the Hull side and from King Edward Avenue and Sussex Drive on the Ottawa side. Eventually these will be supplemented by connections to an extension of Montclair Street in Hull and to a new roadway in Ottawa on the line of the existing C.P.R. Sussex Subdivision.

Consultants were chosen by the Federal Government and by the Provinces of Ontario and Quebec to design the bridge structure and the approaches. An engineering liaison board was formed with representatives of the principals, including the Commission, in order to guide the consultants.

Preliminary work was done on foundation investigation and on general design and layout. The Consultant's report with recommendations is expected early in 1962. A start on construction is anticipated in 1962 with completion in 1965.

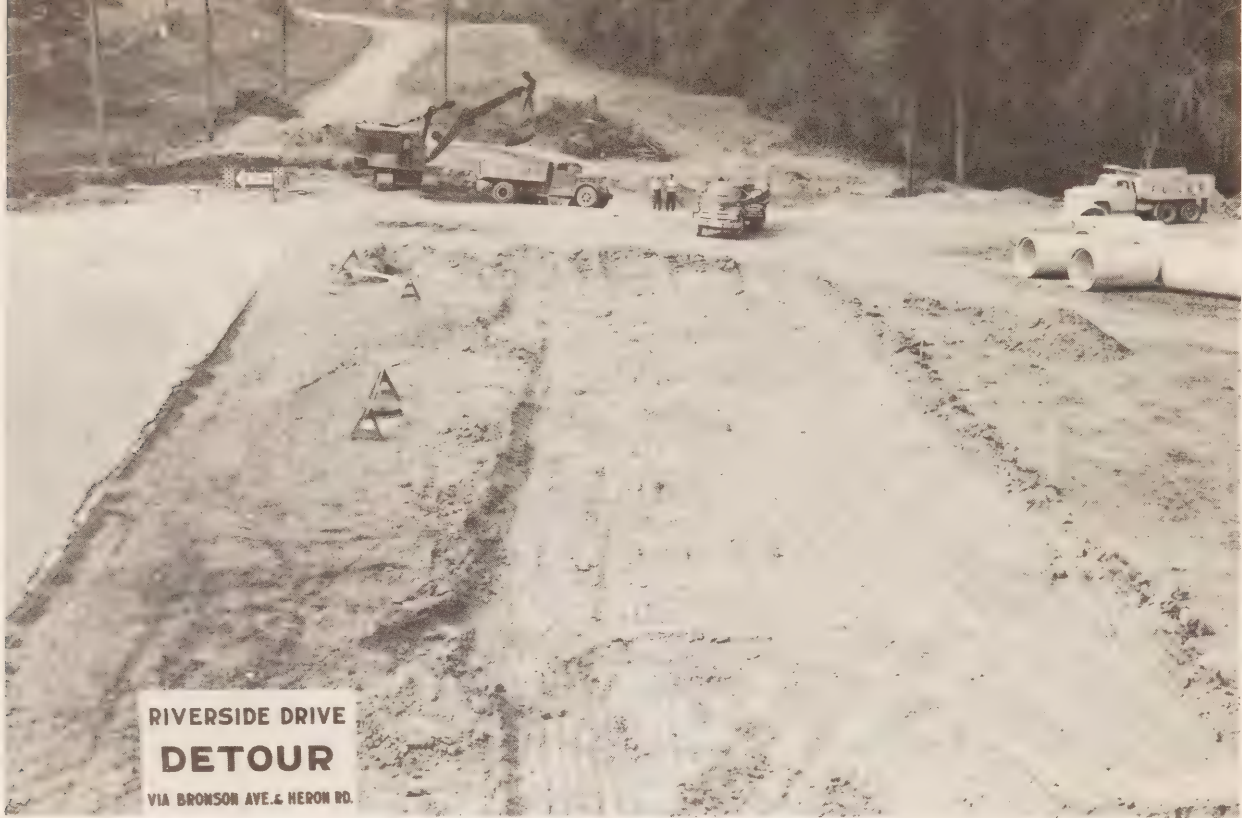
Queensway

Construction of the cross-town limited access highway proceeded on schedule during the year. The westerly section from a connection with Highway 15 to the Kirkwood-Carling interchange was opened to the public. Contracts were awarded and work progressed on the section easterly from Kirkwood to Bell Street. As part of the Commission railway relocation plan, C.N.R. traffic was diverted from the Queensway right-of-way in this section to allow construction of the highway.

The Commission will provide the right-of-way for the roadway and will also landscape the entire right-of-way of the Queensway.

Large scale planting operations were carried out in the vicinity of the St. Laurent Boulevard interchange and on the western division from the Carling Avenue interchange to the City limits.

An attempt is being made by the use of large growing materials to create a feeling of enclosure. Special horticultural effects consistent with safety are being created at the various overpasses. Flowering shrubs are being used throughout.



Work on Riverside Drive being done on a 50-50 basis with the City of Ottawa.

Second strip of Eastern Parkway being completed by NCC workers.





Carling-Kirkwood interchange of Queensway.



Leamy Lake Pavilion. Leamy Lake park is being developed in co-operation with the City of Hull who built this pavilion.

Preliminary Work on Parkways

Rapid residential development of areas adjacent to lands held by the Commission for future Parkway construction, has increased the need for improvement of such land to remove unsightly and hazardous conditions. A programme has been undertaken to drain water pockets, brush, and grade the land to make maintenance, such as weed control and mosquito control, easier and more economical.

Maintenance and weed control in the Greenbelt and other Commission lands has become an important responsibility of the Engineering Division.

Engineering surveys and studies have also been started to define properly and mark Commission property and to prepare for future Parkway construction.

Albion Road Shops

During the year the first phase of the plan for the progressive removal of the Commission's operating elements from Carling Avenue to Albion Road was completed. This included the move of the garage and mechanical equipment.

Authority was granted under the winter works programme for 1961-62 to erect a salt storage shed, a concrete casting shop and to start construction of a stores building at the Albion Road site.

Carling Avenue Headquarters

Removal of the garage and vehicle storage to the Albion Road permitted alterations of the vacated space to allow much needed expansion of office and drafting room areas at Carling Avenue.

During the year some 4,500 square feet of floor space was adapted for use as offices, drafting room and model shop.

Other Construction

As part of a continuing programme of lighting improvements to the Driveway system, extensions and modern luminaires were installed on one side of Echo Drive from Hawthorne Street to the Bronson Bridge.

Concrete curbs were constructed and the roadway resurfaced on the River Road between the Montreal Road and St. Patrick Street. Curb-work and resurfacing were also completed on the section of Driveway through the Experimental Farm.

In the Coventry Industrial area, Coventry Road was constructed to base grade and will be completed when utilities have been installed. On Belfast Road, water lines were installed as a local improvement.

New parking areas were constructed at Strathcona Park and at the Nordic Circle off Riverside Drive. The base was constructed for the new shelter at Strathcona Park, paths were built and lighting standards erected.

An extension was added to the restrooms at Vincent Massey Park.

The parking areas at Leamy Park were paved and curbing and paths constructed. Also at Leamy Lake, in co-operation with the City of Hull, refreshment stands, rest rooms, bath houses and a bathing beach were made available to the public. A picnic area was developed, a start made on recreation field and an electrical service for lighting was installed. Extensive grading was carried out in one of the old gravel pits in the vicinity of the parking areas.

At Lac Philippe, a start was made on the distribution lines of the new water system.

At Parc Fontaine, a security fence was erected around dangerous soft areas.

Various buildings were demolished on Sussex Drive, in the Greenbelt, on the rights-of-way for the Queensway and Ottawa River Parkway and in certain other areas to permit relocation of the railways.

RAILWAY RELOCATION

Construction on several phases of the Railway Relocation Plan continued with the completion of the north track connection at Walkley and the installation of additional trackage on the C.P.R. Prescott Subdivision Line between Gladstone Avenue and Somerset Street. This allowed the C.N.R. to operate its trains over the C.P.R. Prescott Subdivision Line between Walkley Yard and Ottawa West on a joint basis and to abandon the cross town Bank Street Line to make it available for construction of the Queensway. The operation of C.P.R. and C.N.R. trains jointly on the Prescott Subdivision Line is the first of many joint railway operations which will be carried out under the proposed Ottawa Terminal Railway Company which is to be formed to operate the railways in the area.

Construction of the first phase of the new Union Station at Hurdman was initiated with the awarding of a contract for grading and drainage work.

Additional track connections between the two railways to enable joint operations at Walkley and Hawthorne were started and this construction will continue in 1962.

The design and planning of all other phases of the railway relocation plan, including the grade revision of the Prescott Subdivision Line, freight terminals and yards, mechanical services, signal and telegraph installations, is continuing.

PROPERTY ACQUISITION AND ADMINISTRATION

In 1961 the programme of land acquisition was greatly accelerated because of various responsibilities given to the N.C.C. by the Government.

This involved acquisition of the following: the balance of the Greenbelt by expropriation, property on Sussex Drive, property for the Philemon Wright Parkway, approaches in Ottawa and Hull for the Macdonald-Cartier Bridge, a site for the new railway station at Hurdman's Bridge and some property to round out the site in the vicinity of the present Union Station. The task of land administration increased correspondingly.

The Land Committee met 23 times during the fiscal year 1961-62. Each property, prior to acceptance of the option, was inspected by the Committee.

The expropriation filed in mid-June for the balance of the Greenbelt involved approximately 700 private properties. Prior to this step, notices of intent were sent to all owners. In addition, the institutions located in the Greenbelt were advised of the implications of this expropriation on their activities and later representatives of these institutions were interviewed and the Commission's programme explained to them in detail.

To prepare the documents for this large scale expropriation called for a large volume of survey work which involved three consultant survey firms for a period of 8 months as well as the survey staff of the Commission. Another indication of the scope of the work was the retention by the Department of Justice of five legal firms to prepare the documents and search titles to the properties. The two local Registry Offices co-operated by staying open at night. This expropriation also caused a great increase in the number of appraisals which were required. In all, some 1,200 appraisals were made by 32 appraisal firms.

The Greenbelt negotiations have been handled by the Commission staff and it is estimated that about 2,300 meetings have been held with various owners or their representatives. Negotiations were conducted with the three major institutional land owners in the Greenbelt, the English Oblates of Eastern Canada, the University of Ottawa and the Grey Sisters of the Immaculate Conception with a view to working out a satisfactory long term rental arrangement.

In order to lessen the hardship and to facilitate settlement with owners whose property was expropriated, 78 advance payments have been made. Of these 16 were over \$25,000.00 each.

Land for	Stage	Remarks
1. Greenbelt	Acquisition and Administration	80% completed
2. New Union Station site at Hurdman	Acquisition and Administration	80% completed
3. Queensway	Acquisition and Administration	90% completed
4. Macdonald-Cartier Bridge Approaches Quebec and Ontario	Acquisition and Administration	Appraisals and negotiation commenced
5. Parkway projects and Gloucester R.R. and Industrial Sites	Acquisition Administration and Development	92% completed
6. Railway Relocation	This project is in the final stages and involves negotiation with firms affected by the relocation of the railway. It also involves the sale of new sites to relocate those affected. This will continue over a 3 or 4 year period.	
7. Sussex Drive	Acquisition and Administration	20% completed
8. Hull South Parkway	Acquisition	90% completed
9. Parkway — Philemon Wright	Acquisition	20% of land required already owned in Leamy Lake area. Appraisals and negotiations started.
10. Victoria Island-Richmond Landing	Acquisition	Appraisals and negotiations commenced in 1961

11. Industrial Development
areas

Coventry Road Sub-Division sales to continue in
1962.

Belfast Road area – some industries already have
sites on which to relocate

Tremblay Road – industrial sites – opposite new
station, assembly-completed. Some negotiations
started



In co-operation with the Ontario Department of Land and Forests, some 12,000 acres of Greenbelt marginal land will be planted with young stands. Mr. Rae Grinnel, Timber Supervisor of the Dept. of Land and Forests, and Mr. Eric W. Thrift (left), General Manager of the NCC, are shown here doing the first planting.

ADMINISTRATION

The acquisition of properties creates administrative problems, such as the finding of suitable tenants, collection of rents, repairs and maintenance, and the control of weeds on vacant land.

To avoid excessive costs of maintenance on vacant land in the Greenbelt, some 250 acres were planted with young trees. At the same time plans for leasing large blocks of land for reforestation have been completed and leases are being drawn up to cover an additional 1,250 acres. This will be handled by the Ontario Department of Lands and Forests.

In the summer of 1961 a survey team of agricultural college students, under the direction of a farm specialist, surveyed and reported upon farms in the Greenbelt as they were acquired. It also advised on rentals and other matters pertaining to the farm properties. During 1961, 104 properties totalling 4,113 acres were surveyed. To date, 22,024 acres in the Greenbelt have been surveyed.

Properties acquired in 1961 total 307. After the acquisition of property not needed for immediate use either in the Greenbelt or in other areas, an attempt is made to lease them back to their former owners. If the former owners do not wish to continue in occupancy, the property is offered for lease to the general public. During the year, 590 properties were leased of which 321 were in the Greenbelt.

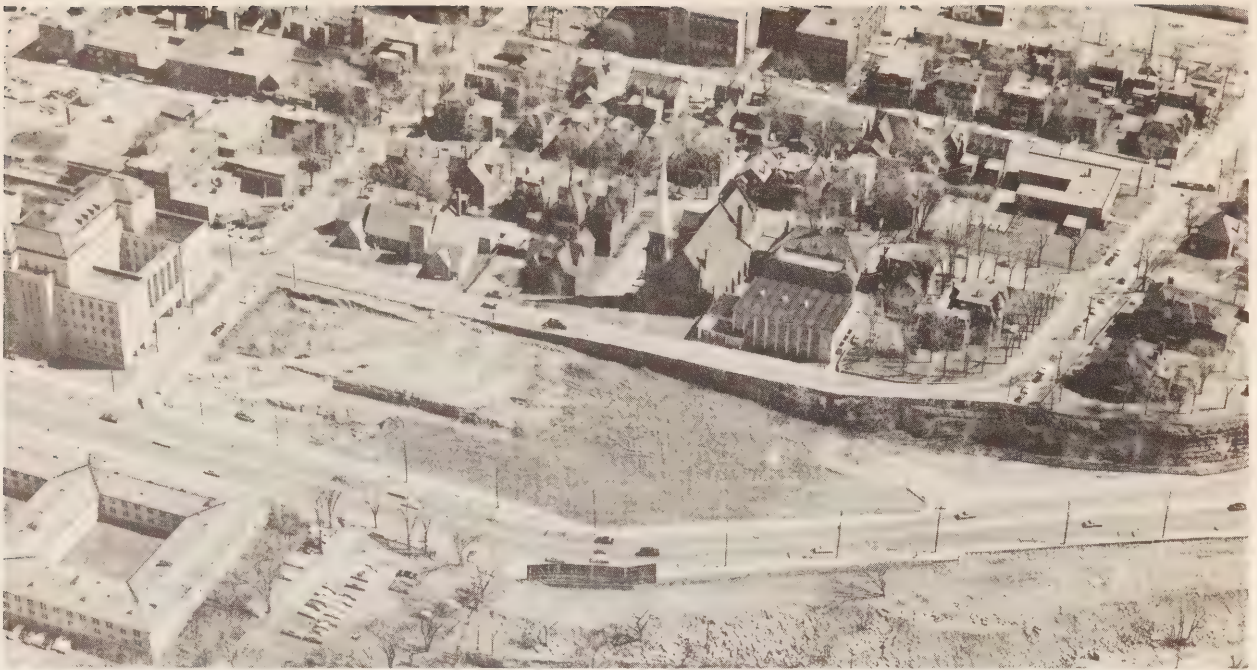
Some of the properties acquired were unsuitable for habitation and these were demolished. Such properties numbered 18 in the Greenbelt and 8 in Quebec. In addition 87 properties were demolished to make way for the construction of the Ottawa River Parkway and the Queensway.

LANDSCAPE DEVELOPMENT

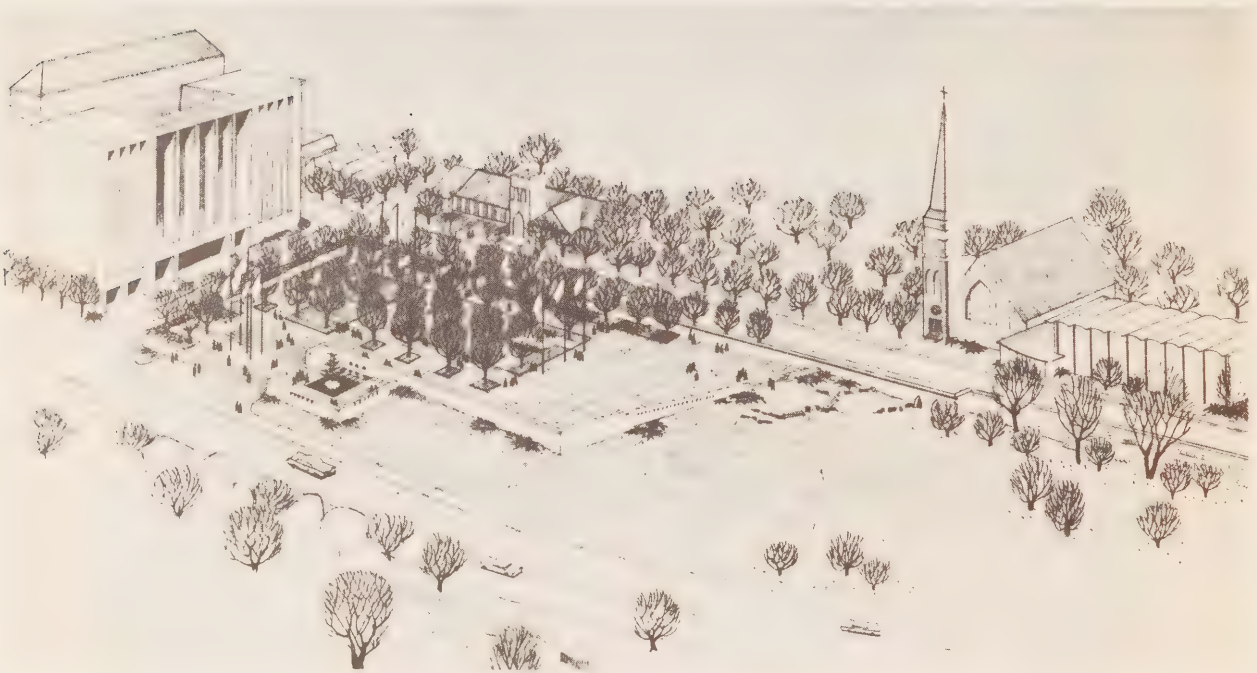
Garden of the Provinces

As a transition from the long line of government buildings stretching westward on Wellington Street, it was decided to raze the old factories and warehouses in the triangle bounded by Sparks, Bay and Wellington Streets and to build a park in the area. In view of the approach of the hundredth anniversary of Confederation, the park was officially named the "Garden of the Provinces". Floral emblems in colour and flags with the coats of arms of the Provinces are being incorporated in the design.

There will be three paved terraces covering a little over an acre. The middle terrace will feature a quiet horizontal fountain. A lower terrace will have a stainless steel, splashing vertical fountain in tree form. Three acres of land to the west will be park-like in character and will be joined to the terraces by paths and steps. The whole will create an attractive area in the centre of the city. The Garden of the Provinces will be completed in midsummer of 1962.



Garden of the Provinces in construction.



Scale model of the finished Garden of the Provinces.

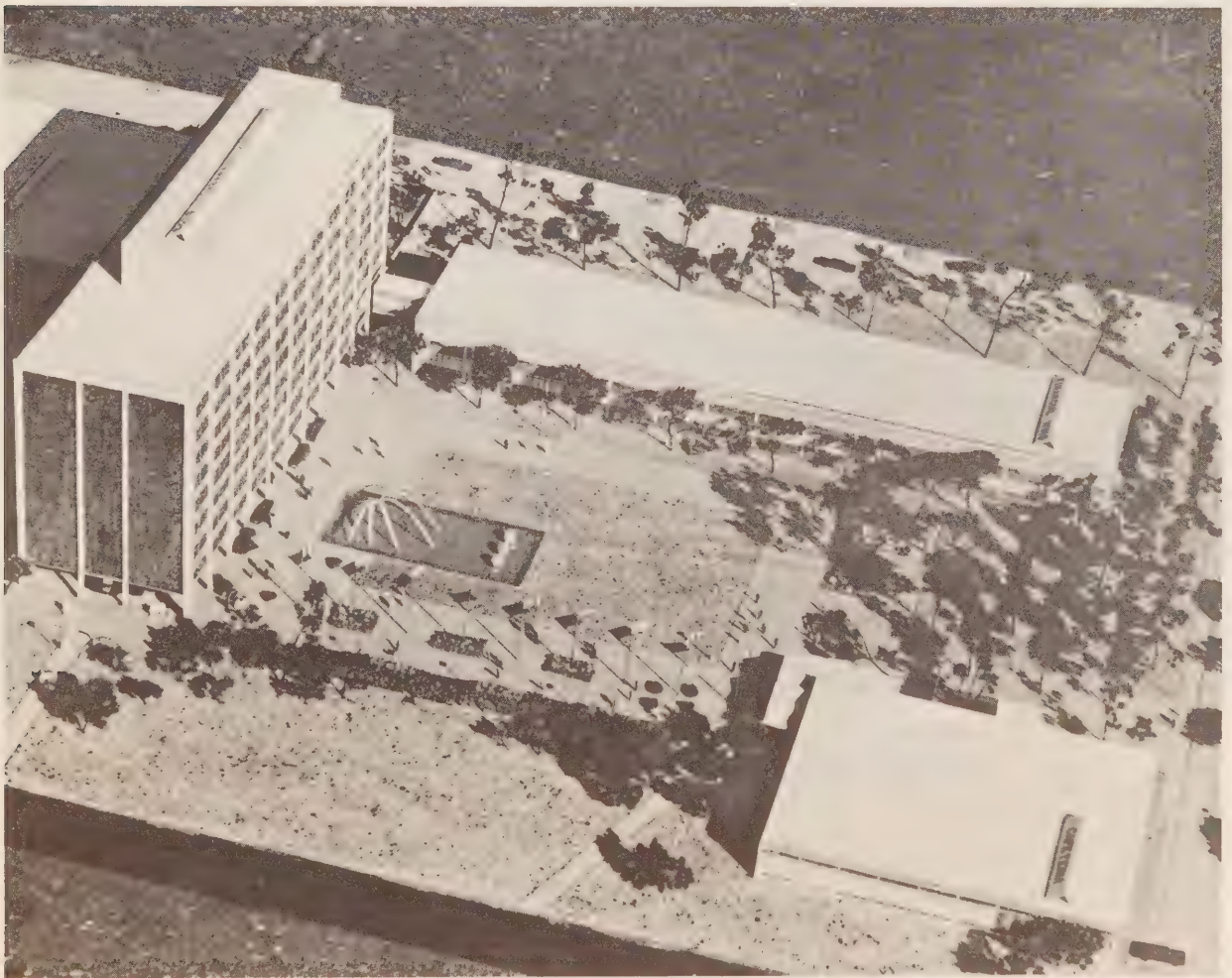
Confederation Heights

Grounds of the Sir Charles Tupper Building were completed. The area around the Post Office group was 75 per cent complete. The interior court was designed both for the office staff and for the general public. Included are pulsating fountains, floral displays, textured paving and coloured lighting. Large trees and spacious lawns give a park-like effect.

Maintenance

The usual maintenance programme was carried out on the Commission's properties and around federal office buildings. Costs for gathering litter and removal of defacing marks continued to increase.

The following areas were added for maintenance:— The Sir Charles Tupper Building at Confederation Heights, boulevards on Heron Road, Riverside Drive, 20 acres at National Research Council, Montreal Road, 12 acres of nursery at Ramsayville, three acres at Brébeuf Park, 12 acres on Fournier Blvd.



Inner Court at Sir Alexander Campbell Building at Confederation Heights. This model shows the finished product scheduled for this summer.



Mushroom shaped plastic pavilion being erected at Strathcona Park in the Sandy Hill district of Ottawa.

As in other years, a number of construction projects were undertaken for various Government Departments and Agencies on a repayment basis. For the N.R.C. a fountain was constructed at M-20 building on the Montreal Road. For the Penitentiary Branch of the Department of Justice an entrance road was built to the new Gatineau Correctional Camp. For the Department of Public Works, the major projects were construction of a reflection pool and patio at the Post Office Building on Confederation Heights; landscape construction for Mines & Technical Surveys, Booth Street, construction of parking areas at the R.C.M.P. headquarters building, at A. and B. buildings on Cartier Square, at LeBreton Street, the Besserer Post Office and Wellington Street in Hull.

Tri-Service Hospital

Major grading, soiling, seeding and planting were completed for the Department of National Defence.

Colonel By Drive

Planting and grading completed. The major part of the work was in the vicinity of Carleton University.

Nursery

The Commission's nurseries are not operated in the same way as commercial nurseries. The main object is to grow first quality, large sized materials which will be somewhat in scale with the large buildings and great open spaces into which they will be placed. All current requirements for the usual sizes of nursery stock are purchased by tender from commercial nurseries.

In view of the impending loss of part of the N.C.C. nursery as a hospital site, materials from this area are being drawn on for immediate use.

Nepean Point and Major's Hill Park

A new lighting system was installed.

Parliament Hill

Erosion control by use of top soil and planting on the bank of the Ottawa River was continued.

Brébeuf Park

A start on grading was made to join Brébeuf park with Moussette Park.

Assistance to other Agencies

Advice was given for the development of the Civil Service Recreation Association on Riverside Drive, to the city of Hull, and to the R.C.M.P. in Regina.



Mulvihill Lake in Gatineau Park where the NCC is building a parking and lookout area.

GATINEAU PARK

The development of Gatineau Park is one of the major proposals of the National Capital Plan and envisages a 75,000 acre park across the Ottawa River, in pre-cambrian Gatineau Hills in the province of Quebec. The purchase of land in this park commenced in 1937. To date the National Capital Commission holds in trust for the people of Canada a total of 62,500 acres.

The Gatineau Park is 35 miles long and 10 miles wide at the base. It contains four major lakes: Meach, Harrington (Mousseau) Philippe and Lapêche. About 40 smaller lakes, containing black Bass and trout, are well distributed over the area. Fishing is allowed in accordance with Provincial Law. The character of the area is typical of Canadian rocky forests.

The park is generally covered by deciduous trees, but there are good stands of conifers, and throughout the area single sentinels of pine, spruce and hemlock are reminders that this was once a vast evergreen forest. Wild life in the park includes beaver, raccoon, porcupine, squirrel, fox, bear and deer; and, since it is a game and bird sanctuary, all species are protected for the delight of the nature lover.

To provide access to the park, Gatineau Parkway is being constructed and of this, 22 miles have already been paved, from Boulevard Taché, Hull, into the interior of the park at Champlain Belvedere. Many lookouts, parking and picnic areas permit travellers to enjoy the scenic beauty of the area to the full.

Lac Philippe

At Lac Philippe, near the center of the park, accessible by provincial roads, a new restaurant has been provided at Breton Beach; the road leading from the Masham Road to the beaches has been rebuilt, landscaped and paved to parking areas. During 1961, a water pumping and distribution system was installed in the camping area. Charges for camping were initiated during August, 1961 for all-day campers. The National Capital Commission operates a boat livery at Lac Philippe and Lac Lapêche.

Kingsmere – Meach Lake Area

In the winter, the Ottawa Ski Club operates on its own land, in the heart of the park, several T-bar and rope tows as well as lodges. A large parking area have been developed to serve the Club's 11,000 members. Walking trails along the parkway have been rehabilitated and extended during the year.

Gatineau Park – General

Twenty-three picnic sites and three beaches are maintained in the park area with picnic tables and water supply. This does not include picnic areas developed along the 22-mile Parkway.

A reforestation programme has been initiated and is to be continued each year with 70,000 to 80,000 seedlings planted on old farms and rough cut-over land.

During the year, the Department of Justice established a Federal Training Camp in the park at Leblanc Lake. The inmates of this camp will carry out development work under National Capital Commission supervision in an area of the park where development had been planned between 1970-75.

The Dominion Observatory and a division of the Geological Survey have established experimental stations in the park, on the McKinstry Ridge and at Renaud Lake.

The park is administered by a Superintendent, a Clerk of Works and a force of 10 full time Wardens. Wardens also act as Game and Fire Wardens in co-operation with Quebec Provincial authorities.

Grants paid in lieu of taxes, to the twenty municipalities and School Commissions included in the park area, amounted to \$30,888.68 for 1961.

PUBLIC INFORMATION AND HISTORIC SITES

The activity of the Information and Historical Division of the Commission showed a marked increase during the fiscal year ending April 1, 1962, due in part to the appointment of an official historian and the wider Scope of the information publications.

Public Information Section

The Queen's Choice, a history of the National Capital, was published in December, 1961. Fully illustrated and printed by the Queen's Printer, the book was released simultaneously in French and in English. Other publications included a tourist pamphlet on Ottawa and region, prepared in co-operation with the City of Ottawa and a booklet on camping regulations in Gatineau Park. Work was also started on seven other booklets to be published in both languages. As in the past, an up-to-date 1961-edition of the NCC map was published showing on one side a plan of Ottawa and Hull and on the reverse the National Capital Region, including Gatineau Park. A Ski Trail Map was also produced, as well as a number of special maps for inclusion in The Queen's choice. Work was started on a revised edition of the 1962 N.C.C. map of Ottawa and the National Capital Region.

A revised edition of a 30-minute NCC feature film was released under the title of "First Village of Importance" and "Réalisation d'une Capitale". Production of three filmstrips by the National Film Board is underway and these will be made available to the public in 1962. They deal with the National Capital and include one adult version and two school versions.

The plans and the work of the National Capital Commission were made known to the public through radio and T.V. appearances, illustrated lectures, organized tours of the Capital and a comprehensive press coverage both Canadian and Foreign. Guided tours were organized for Members of Parliament and the Commission participated, as in the past, in the Rotary Club sponsored "Adventure in Citizenship" as host to over 200 Canadian students.

Historical Section

During the 1961-62 fiscal year, 67 buildings and sites were added to the inventory files as part of the historical recording programme of the N.C.C. Liaison was established with municipalities within the National Capital Region for the purpose of dealing with buildings of historical or architectural importance.

A plotting map of the Region was devised to allow for ready reference to buildings and sites covered by the inventory. Plots of the cities of Ottawa and Hull and other municipalities in the area are being prepared.

The Historical Section carried out research projects of various description, with particular attention being paid to the historical background of buildings on Sussex Drive. Documents relating to buildings of historical significance slated for demolition were studied and liaison was maintained in this regard with the Citizens' Committee for Preservation of Historic Sites in Ottawa.



Lieut-Gen. S. F. Clark, Chairman of the NCC, handing keys to the trunks containing Philemon Wright papers to Dr. W. Kaye Lamb, Dominion Archivist. Mrs. Gordon Dalhousie Wright, who donated these historical treasures to the Commission, watches the proceedings.

The Section was also involved in the design of plaques to be affixed to worthy buildings of historical importance. The Division was represented on the City of Ottawa Market Area Committee and on a Committee of the Royal Architectural Institute relating to a travelling photographic display of Canadian buildings of historic merit.

On January 11, 1962, the Commission's Historian received on behalf of the Commission five trunks and other parcels containing documents relating to Philemon Wright and the Hull settlement. Investigation showed that this is the largest known collection of material on Philemon Wright and sons. On February 8, the documents were officially transferred by the Commission to the Public Archives.

(Extracts from)

ROYAL CANADIAN MOUNTED POLICE

Condensed from Annual Report to National Capital Commission R.C.M.P. Traffic Section – April 1, 1961 to March 31, 1962.

Traffic patrols have been maintained on N.C.C. Driveways and in the Gatineau Park and patrols on N.C.C. property in the Ottawa and Hull areas on the same basis as other years.

Seven thousand and twenty-eight traffic violation tickets were issued for infractions of the N.C.C. Traffic and Property Regulations. This was an increase of 4.58% over the 6,720 issued in the previous fiscal year.

There were 198 motor vehicle accidents investigated under N.C.C. Traffic and Property Regulations as compared to 174 during the previous year. There was a slight increase in the amount of damage sustained to N.C.C. property which totalled \$4,939.00 – \$710.29 over the \$4,229.29 of the previous fiscal year. A slight reduction in the amount of private property damage on N.C.C. property was noted. While the overall accident picture has shown a slight increase, there was no fatal motor vehicle accident during the year under review.

During 1961-62, as a result of convictions under N.C.C. Traffic and Property Regulations, fines paid into Ottawa District Courts totalled \$20,420 and costs totalled \$4,046.25. These were substantial increases over the previous fiscal year.

The following outlines other duties carried out by the N.C.C. patrol squads during 1961-62:

Traffic control duties, during visits of dignitaries and functions at Lansdowne Park .	38
Motorcycle escorts provided.	32
Assistance to other Police Forces	241
Investigations of damage to N.C.C. property other than by motor vehicle accidents . .	39

Total mileage travelled by Police Transport on the enforcement of N.C.C. Traffic and property Regulations – 371,281 miles as compared to 314,871 miles during 1960-61.

More extensive patrols were required in checking the property, parks and picnic areas of the National Capital Commission than in previous years. This can be attributed to the increasing popularity of the National Capital Commission parks and picnic areas in addition to the acquisition of new land.

There was an increase of 13.79 per cent in the accident rate on the Driveway System. This increase can be attributed to the increase in motor vehicle traffic, some motorists being inattentive in driving and in following too closely and to the hazardous road conditions during the past winter.

Through the constant application of selective enforcement, there was an increase of 44.91 per cent in convictions for traffic violations. This strict enforcement policy contributed in no small measure to keeping the increase in the traffic accidents low.

A concerted effort will be made to reduce the number of accidents occurring on the Driveway System during the present fiscal year.

The Traffic Section received an additional four members together with one additional transport during the past year. These members were added to the N.C.C. Driveway Patrol and the patrol of Greenbelt property.

The close cooperation of police forces in the area with the N.C.C. personnel during the year, was greatly appreciated.

PART II WHICH WILL CONSIST OF THE REGULAR
REPORT OF THE AUDITOR GENERAL OF CANADA,
WILL BE TABLED IN THE HOUSE AS SOON AS
POSSIBLE AFTER ITS RECEIPT.

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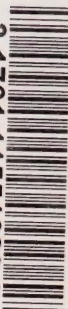
...ANNUAL REPORT

Canada. National Capital
Commission.

DATE

SEP 11 '69 ISSUED TO

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Available from the Queen's Printer
Ottawa, Canada

Price 50 cents (2 parts) Cat. No. W91-1962/1

ROGER DUHAMEL, F.R.S.C.
QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
OTTAWA, 1962